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[a152]

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Hongkong, 24th July, 1905. [a2410]

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Hongkong, 27th June, 1905. [43]

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Hongkong, 20th September, 1905. [2165]
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Hongkong, 17th March, 1903. [44]

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The Daily Press.

HONGKONG, JANUARY 10TH, 1906.

Our Hamburg correspondent recently treated us to an interesting resumé of the military philosophy of FREDERICK the Great. Since its appearance, we have received the December number of Mr. JOHN MURRAY's *Monthly Review*, in which "Ex-Non-Com." has a number of deeply interesting observations to make. First we may quote a general observation, which will not be swallowed whole in Hongkong. "In the Russian and Turkish armies," the writer says, "the unreasoning ignorance of the masses makes for self-sacrificing devotion in war, and perfection of discipline always; in Japan patriotism suffices to absorb self; in Germany the military system has been made cohesive by a Draconic rigour and the cruelties of caste. But it is now evident that what answered in the days of FREDERICK the Great is failing in these days of enlightenment and broadcast principles; we are told that democracy is gnawing at the root of German military discipline and efficiency; we have evidence that the same thing is manifesting itself in the French Army. If, then, in conscript armies the growth of thought does not harmonise with military rule, the discord must be even more pronounced in the case of a voluntary army, the discipline in which owes nothing to the factors above-mentioned." In the British army, we are told, "there is substantial evidence of practical unrest among the rank and file." Twenty-two per cent. of the courts-martial held in 1904 were for desertion, and seven thousand of the 46,000 returned as "non-effective" were deserters. In the other voluntary

army, that of America, ten per cent. of the recruits deserted in recent years. It is a pity that the writer, who desiderates individualism in the ranks, did not include the Chinese soldier in this survey. He has always been accustomed to think for himself, and it has not made him a good soldier. His apologists say that he would be better if more thinking were done for him, and on his behalf. There is no doubt a happy mean somewhere; but "Ex-Non-Com." does not guide us to it. His vivid picture of one extreme will be recognised here:—

"Modern warfare demands initiative and self-reliance in every member of a fighting force; but whatever responsibility is now necessarily accorded the soldier in the field has none in the routine of barracks life. He still is treated as the helpless grown child, needing constant supervision; scarcely any military act of his, from 'revellie' to 'lights out,' is done except under superintendence. In the senseless orchestra drowning the individual voice the bugle is predominant. Imagine during the waking hours the blaring of a cap of a minimum of thirty-six routine bugle-calls, augmenting non-commissioned officers' commands and the barracks clock or gong, and pity, above the executive and harassed clerks and pay-sergeants, the self-reliant individual who must respond. Should this individual wish to go to hospital, or be discharged therefrom, should he desire to proceed to town or on furlough, should he (conceivably without desire) perform scullery or other domestic labour, draw his rations, his coal, or his kit, or wish to approach his officer (even, in some regiments, his sergeant-major), he must consult, be inspected, accompanied, and supervised by a non-commissioned officer, as applicable to the case—usually all four conditions; at his meals he is inspected; the women, even the air at night, are studied for him to prevent his going insufficiently clothed; he is told how often he must bathe. In each of these performances he will be still further guided by a train subsidiary garrison, regimental, and company orders."

This suppression of individualism (and of self-respect sometimes, as where petty offenders are tried and punished simultaneously with "the drunken soldier or barracks room thief") is held by "Ex-Non-Com." to militate against efficiency, and to make the service less popular than it might be. So much may reasonably be said; but he contends that these exercises in discipline impair discipline. This will be opposed. He means, probably, that as in the case of physical culture, its overdoing may work more mischief than its neglect. In these days of democracy and general education, there is no doubt that it is repugnance to the idea of losing individualism in the machine that makes recruiting difficult. Apparently unnecessary and irksome regulations are bound to frighten good men away. But there is a very real danger in the opposite extreme, which "Ex-Non-Com." ignores.

Bids have been opened for the construction of a new water supply system at Manila. The lowest was Matsen, Lord, and Belsler Co., who offered to do the work for \$1,040,000.

An association football match will take place this afternoon at Causeway Bay between teams representing the Lusitano Football Club and H.M.S. Janus. Kick off at 3.15 p.m.

The Nippon Yusen Kaisha's service to Bombay is to be changed from monthly to bi-monthly. Five steamers are to be placed on the run and the Japanese terminus will be at Osaka, instead of Yokohama.

The Hatter Hotel Syndicate, Ltd., which recently purchased the Adam's Peak Hotel, Ceylon, for Rs. 37,500, has authorised capital amounting to Rs. 100,000 and is issuing at present shares to the amount of Rs. 39,000.

Manila was agitated on Jan. 4th by a rumour that all available American troops were to be despatched hastily to China, because "a tremendous outbreak against foreigners" was expected. The number available was 12,000 fully equipped.

Under the heading "How Wales Won," the *Ceylon Times* says:—"The Welshmen put out one of their cracks as a wing forward, who demoralised the attack and enabled his side to beat the visitors at their own game. It will be seen from our cablegram that Morgan, the first three-quarter since Arthur Gould stopped playing, turned out after all and scored the one and winning try. Winfield, the successor, and some say the superior, of Bancroft, was also very much there and kept his line intact."

The *Cablenews* printed the following in big type:—"Paris, January 4th.—French statesmen are much wrought up over reports received by the War Office which indicate that Germany is preparing shortly to declare war against France. The papers are calling upon the government to call upon the Berlin authorities for an explanation of the massing of troops which is reported near the French frontiers. It is pointed out that such cannot be due to manoeuvres for practice, as such are never carried out in the depth of winter. The intelligence department of the French War Office is said to have information that in Lorraine, Alsace and on the frontier of Luxembourg, there are more than double the troops usually stationed there. Taken in connection with the resentment shown by the German press at the revolutions made concerning the Morocco dispute in the yellow book recently issued, the press generally calls upon the government to take immediate steps to meet the crisis they declare to be imminent."

The following telegram has been received at the Colonial Office to the Government of Burma, dated January 8th:—"Continuation of my telegram dated 28th December, No. 805, restrictions against arrivals from Hongkong port removed."

The *Jiji* states that during the late war the Wakamatsu Government Iron Foundry greatly extended its business. It was able to furnish the military authorities with rails for laying light railway lines; and it built locomotive engines of small size for the same. The blast-furnace was also got to work smelting, and every class of material required for the manufacture of arms could be obtained from the Foundry. Thus it is now possible, the journal adds, that the Wakamatsu Foundry, in co-operation with the Government arsenal, may realize the long-cherished hope of manufacturing all classes of weapons without depending on any foreign aid whatever.—*Japan Times*.

CANTON.

[FROM OUR CORRESPONDENT.]

Jan. 8th.

SUBMERGED RICE LANDS.
It is rumoured that several mow of rice fields have recently sunk considerably in the neighbourhood of Tai-Nam-Shan, in the Shan-tak district. Fortunately the rice harvest is over, otherwise a number of farmers would have suffered. A similar occurrence was reported in August, during the Mexico earthquake scare. Shimen has also sunk considerably of late, and on the Canal side of the concession as much as one foot of sand was required to bring the ground to its original level.

CHINESE STUDENTS IN JAPAN.
Owing to the dissatisfaction expressed by the Chinese students in Japan with reference to the new regulations enforced by the Japanese Government, following which over 2,000 scholars have abandoned their studies and returned to China, Viceroy Shun has decided to send Taitai Chou-Wing-cho to Japan on a mission of investigation to find out the real cause of the trouble. As soon as the Viceroy receives his report he will communicate same to the Waiwai and will request that Board to settle the matter with the Japanese Government. The Viceroy has decided to take this step, as the majority of the scholars are Cantonese.

CANTON RECLAMATION WORKS.
The reclamation of the Canton Praya has been going on now for three years but is far from being completed. The Viceroy has now appointed Ting-Ping-Lam, Chan-Koi-Yam and Sit-Yung-Nin to look after this department, and has instructed them to complete the work within six months. The Commissioner of Customs has recommended a European architect to Viceroy Shun, who wishes this work to be carried out under the same conditions as such works are done in Hongkong.

ROYAL HONGKONG YACHT CLUB.

SIXTH CLUB RACE.

The course for this race was marked by Quarry Bay (port), Channel Rock, Lyemau Beacon, Kowloon Rock, and markboat. In the light breeze and smooth water, *Dione* fairly romped away, neither *Venon* or *Elaph* being able to get anywhere near her at any part of the race.

Times:—

	H.	M.	S.
<i>Dione</i>	1	34	4
<i>Venon</i>	1	39	30
<i>Elaph</i>	1	44	39

ONE DESIGN CLASS.

Bonito was first over the line, but made a bad selection in crossing near the Police Pier. *Kathleen* crossed close to the markboat just ahead of *Colleen* and *Mia*, giving her a good lead, which she rapidly increased in the beat to the markboat, where she was nearly two minutes ahead of *Mia*. This lead she maintained all the way round, *Mia* only reducing it slightly on the run to the finish. *Colleen*, who does not like smooth water, never went well and had some difficulty in beating *Bonito*.

Times:—

	H.	M.	S.
<i>Kathleen</i>	1	49	58
<i>Mia</i>	1	51	34
<i>Colleen</i>	1	57	25
<i>Bonito</i>	1	58	08

HANDICAP RACE.

Alannah showed something like her old form with Messrs. Slade at the tiller, but only managed to keep her place from *Gloria* by nine seconds. *Daisy*'s main halliards gave way.

Times:—

	H.	M.	S.	H.	M.	S.	corrected:
<i>Alannah</i>	2	00	05	2	00	65	(1)
<i>Chanticleer</i>	2	09	10	2	04	10	
<i>Gloria</i>	2	09	16	2	00	16	(2)
<i>Doreen</i>	2	14	39	2	03	30	(3)
<i>Daisy</i>	2	44	40	2	26	40	

H.E. PRESENTS A CUP.

H.E. The Governor has very kindly presented a cup for Cruisers and has deputed the Yachting Committee to draw up conditions. It will be given for the highest number of marks obtained in four races. Handicaps and courses will be sent to members in a few days. Hon. Mr. H.E. Pollock, K.C., Commander of the Club, is also very kindly presenting three prizes to be sailed for on January 28th.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 9th at 11.40 a.m. The barometer has fallen over China owing to a depression which appears to be moving Eastwards in the Yangtze valley. Pressure is highest over Southern Manchuria. Gradients are slight in the South, and moderate to light monsoon may be expected in the Formosa Channel and the N. part of the China Sea. Forecast:—Moderate to light E. winds; fair.

TELEGRAMS.

"DAILY PRESS" EXCLUSIVE SERVICE.

SHANGHAI FEELING SAFE.

SHANGHAI, January 9th.

All guards have now been withdrawn.

The men of H.M.S. *Andromeda* re-embarked to-day.

[REUTERS' SERVICE.]

THE RUSSIAN LOAN.

LONDON, January 7th.

M. Rouvier has informed the Russian agent that the political situation is not favourable for floating the proposed loan of £32,000,000.

THE CHINESE IN THE TRANSVAAL.

LONDON, January 7th.

Mr. Herbert Gladstone, speaking in Leeds, said that the immediate deportation of Chinese labourers from the Transvaal would produce financial and industrial chaos in South Africa. He considers that it is a duty to alter the position with as little friction as possible.

BRITISH TRADE.

LONDON, January 7th.

The Imports for the year amount to 565,000,000, an increase of 14,000,000, and exports to 330,000,000, an increase of 29,250,000.

ITALY AND THE MOROCCO CONFERENCE.

LONDON, January 8th.

The Italian newspapers continue to give their warm support to the rights of France in Morocco, and welcome the appointment of Marquis Vicomte de Sest, the author of the Franco-Italian and Anglo-Italian agreements in Morocco, as the Delegate to the conference.

THE PHILIPPINES.

LONDON, January 8th.

The United States have decided to send two additional regiments to the Philippines. It is explained that this is a precautionary measure, due to the possibility of American interests in China requiring protection, owing to the change which China is undergoing.

THE MOROCCO CONFERENCE.

LONDON, January 8th.

Count Witte, at an interview, said he was convinced that the reports of the aggressive attitude of the Kaiser at the Morocco conference were unfounded. He considers that Germany will pursue an exclusively pacific policy at the conference, which will terminate without difficulties.

MANILA NEEDS A SHIPPING MASTER.

The *Cablenews* says: Thirty-three stranded American seamen were shipped to the United States yesterday on the transport *Legon*, at the expense of the insular government. The men were all young, between 20 and 40 years of age, and had been inmates of the local sailors' home for about five months. They were all able-bodied and willing to work, but owing to the peculiar conditions prevailing at this port and the lack of protection to American seamen, were unable to secure berths, and became an unwilling incubator to the sailors' home, an institution supported by voluntary contributions of the charitable inclined.

Twenty-two of their number, the most destitute, were provided with clothing, blankets and shoes, also at government expense, the articles being issued by the Philippines constabulary, an act of kindness which was much appreciated by the men.

Captain H. F. Bentley, of the sailors' home, speaking to a representative of the *Cablenews*, said: "The crying need of this port is a shipping master appointed from the United States for the purpose of protecting the interests of American seafaring men at this port. I have frequently talked over the matter with Collector Shuster and Deputy Collector Pulliam, and both gentlemen, while strongly in favour of protecting American mariners here, are unable to do anything, owing to the law allowing masters in the Philippines to ship seamen of any nationality they desire. The shipping master would be subject to the regulations of the home government, and, together with the consul, he would investigate and settle all controversies and disputes and difficulties arising between the masters and the crews of vessels. From my own observation of many years, it is often the case that difficulties aboard ship are traceable to the officers and not to the captain."

And Captain Bentley grew emphatic when he added: "There is another thing I would call the attention of the public to, as illustrating how the absence of a shipping master here conduces not only to discrimination against American seamen but to outrageous practices unbecoming of other civilized ports. Not long ago, as will be remembered, the American master of the ship *Aene* shipped, at this port, a crew of 10 Japanese, in preference to giving employment to the many of his own countrymen who were staying at the sailors' home, destitute. These Japs were shipped by a Japanese customs broker, who received 15 pesos per head, which sum he divided with the captain of the vessel, the men themselves not receiving a cent advance."

Only the public man with the rash courage which dare venture upon a great and noble imprudence is equal to the government of a free people in times of emergency and crisis.—J. S. Willson in *Canadian Magazine*.

SUPREME COURT.

Tuesday, January 9th.

IN ADMIRALTY JURISDICTION.

BEFORE SIR FRANCIS PRIGGOTT (CHIEF JUSTICE).

SAM HING v. S.S. "PAUL DEAU."
The case was continued in which the Sam Hing firm, coal merchants of 28 and 30 Pottinger Street, sued the s.s. *Paul Deau* to recover the sum of \$5,300.00 due for coal supplied on the credit of the said steamship.

Mr. M. W. Slade, instructed by Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist) appeared for the plaintiffs, and Mr. H. E. Pollock, K.C., instructed by Mr. M. J. D. Stephens, represented the defendants.

Before Mr. Pollock continued his address in defence, His Lordship said he supposed there could be no doubt, in the case he imagined yesterday, of the coal being ordered by the owners by post, that the remedy would be an action in rem. There could be no question about that.

Mr. Pollock—There is jurisdiction in rem for necessary supply to a ship.

His Lordship—Not necessary supply, but by order of the master, I mean.

Mr. Pollock—The case of the *Ripon City* was the case on which my learned friend particularly relied, and the master's claim to a lien in that case arose under special statutory provision. He is given an equal lien in respect of disbursements properly made on account of the ship, as he has for his wages. Your Lordship will find that the undercurrent of all the learned judges' observations in this case was that having regard to all the circumstances it would be a gross injustice upon the master who had made disbursements on account of the ship not to allow him to enforce his statutory lien, given to him by the Merchant Shipping Act, against the shipper. With regard to the question of registration, the *Paul Deau* has all along been registered in the names of the Compagnie as owners, and Messrs. Trevoax appear as armateurs, that is the person who equips the ship, fits her out and works her. In the case before your Lordship the facts are very different from the one raised as to the order for coal having been given by the master. The order was given by a man called Kwok Yick Ting. This man said he believed at one time that Trevoax and Co., whose servant he was, were the real owners of the ship; but he afterwards had reason to believe that his first impression was a mistake. This is not a question of enforcing the provisions of the Merchant Shipping Act with regard to a master's lien for disbursements—it is simply and solely a question of agency. The coal was ordered by Kwok Yick Ting and there is no question of his discharging any money or of enforcing any claim for disbursements. No money has been paid out and these coals have not been paid for.

His Lordship—As far as I understand, Mr. Slade's argument on the *Ripon City* was not so much that the present case was on all fours with it as that certain principles were laid down by Mr. Justice Barnes when discussing general principles.

Mr. Pollock—I submit that the circumstances are such that the owners of the ship would be liable to an action at the suit of the "material" man at common law except that in that class of case the "material" man cannot proceed against the ship in rem for necessities.

His Lordship—That is apparently in conflict with the principle which Mr. Justice Barnes laid down.

After considering the further authorities quoted by Mr. Pollock, His Lordship decided to admit the arguments on French law if necessary by ordering them in the pleadings, but said that Mr. Slade would have the right, if anything transpired, of asking for an adjournment to consider it.

Gaston Liebert, French Consul, was then examined. He said that according to French law a ship could not be seized for debts incurred by the armateur or his servant.

Cross-examined—The armateur covered characters of ships of all kinds, no matter what the charter party might be. A French ship could be registered in France, a French Colony, or in a foreign country in a French Consulate.

His Lordship reserved judgment.

THE OLD "ROHILLA."

The Manila Supreme Court on January 4th rendered a decision in the case of the United States v. the owners of the steamer *Rohilla* Maru, reversing the decision of the lower court ordering the sale of the vessel for violation of the immigration regulations.

Seven Chinese labourers arrived on the *Rohilla* Maru, in Manila Bay on December 3rd, 1903, and were landed on the following day in barracks at the Paranaque beach. They were arrested and deported.

The customs authorities alleged that this violation of the law was perpetrated through the connivance of several members of the *Rohilla*'s crew, and proceedings were commenced in the Court of Customs Appeals, which, on February 13th, 1904, rendered judgment declaring the ship forfeited and ordering her sale.

From this decision the case was taken to the Supreme Court on a bill of exceptions. The Supreme Court, in reversing the judgment of the inferior court, says that proof that some of the crew of a ship assisted in the landing of Chinese in these islands in violation of the law, or that the captain of the ship was negligent in not ascertaining that the Chinese were on board, is not sufficient to show a violation of either section 19 of the Act of Congress of July 5th, 1884, or of section 9 of the Act of Congress of September 13th, 1888.

[The *Rohilla* could not be sold now, in any case, as she became a total wreck last year.]

POLICE COURT.

Tuesday, January 9th.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

A DEFAULTING INSPECTOR.

William Thomas Day was charged with the larceny of \$14.50 belonging to the Hongkong Electric Tramway Company. Mr. J. Gray Scott, general manager, prosecuted.

A conductor stated that about 9.30 on Saturday night the defendant boarded his car at Kennedy Town and putting his hand into his bag took out a handful of silver, which on being counted was found to amount to \$14.50. When the car was going full speed defendant jumped off, taking the money without his consent. Mr. Gray Scott informed the Court that defendant was a ticket inspector who had been discharged on the 3rd inst. He had heard that conductors were in the habit of landing money, but he had not heard they were in the habit of giving I.O.U's.

Arthur Course, traffic superintendent, said he discharged defendant for being absent from duty.

P.S. Lee gave evidence of arrest.

Defendant said he went on the car to ask the conductor for the money which was willingly offered him, and during the time he sat on the car at Kennedy Town it was counted out to him. No one said anything or took any notice, and when the car returned he came as far as Queen's Road West. He told the conductor to report it to the office on the arrival of the car. His reason for doing that was that he wanted to have an interview with the manager. He borrowed the money so that he might bring that about, as he had been discharged without proper explanation and without being paid up to the time of his discharge.

His Worship said he did not believe the story of the conductor that defendant put his hand into his bag and took out the money. There was no doubt the conductor had given him the money at his request, believing him still to be in the employ of the Company, and therefore there was no question that he was guilty of obtaining money by false pretences. He would be sentenced to three weeks' imprisonment.

A ROWDY SWED.

A Swedish officer, named O. Schall, was charged with behaving in a riotous and disorderly manner on board a sampan in the harbour the previous night. Apparently he had hired a sampan to go out to the French Mail, and on his return he wanted to take the raddar. When the complainant objected he became abusive and very disorderly, damaging the cover of the sampan. He was fined \$5 on the first charge and \$3 on the second.

KIDNAPPING.

A coolie was charged with kidnapping two boys, aged nine years each, from Canton and harbouring them against the will of their parents.

One of the boys said he went for a walk in the streets of Canton on January 2nd when he met defendant who spoke to him, telling him he would take him to Hongkong to show him a procession, but if he did not come defendant would throw him into a sewer. Witness could not get away from him and defendant brought him on board a steamer, on which, accompanied by another small boy, he came to Hongkong. Arrived there, he was taken to No. 15 W. Lok Lane and shut up in a room. He had been there some days when he saw his father in the street and called out to him, but defendant would not hand the boy over as the father refused to pay \$10 for him.

The second boy gave similar evidence. Witness was called who stated that defendant said he had two boys to sell.

Defendant declared that the boys followed him to Hongkong. He did not know how they got on board.

Sentence of six months' hard labour was passed.

A SLAP IN THE FACE.

When the case in which A. B. Safford, second clerk in the Supreme Court, charged James Hutchison for assaulting his two sons the Magistrate asked if there was no prospect of the case being settled. Complainant offered to withdraw it if defendant would apologise, but the latter declared he would not. It appeared that Mr. Safford's two sons were playing football on the Happy Valley, and as defendant crossed the field they accidentally ran up against him. He struck them in the face, according to their story, but defendant said he merely put up his hands to keep them off. Defendant was bound over in \$100 to keep the peace.

ROYAL HONGKONG GOLF CLUB.

The competitions for the Captain's Cup and the Long Handicap Cup, a cup kindly presented by Mr. C. W. May for players with handicaps of 15 and over, to be played for on the same conditions as those of the Captain's Cup Competition, were held at Happy Valley on January 6th to 8th. The following were the best returns:—

CAPTAIN'S CUP.

* R. Miller	97	—	17	=	78
Mr. C. M. G. Barrie	98	+	1	=	79
Mr. F. Clark	92	—	1	=	81
Mr. W. W. G. Ross	93	—	12	=	81
Mr. C. E. H. Beavis	87	—	2	=	85
Mr. W. D. Kraft	90	—	6	=	85
Mr. T. C. Gray	96	—	9		

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on January 9th at the Board Room. The Hon. Dr. F. Clark (president) presided, and there were also present: Dr. W. W. Pearce, M.O.H., Dr. Macfarlane, Mr. F. J. Baddeley, Hon. Mr. A. W. Brewin, Mr. Fung Wa Chun, Mr. Lau Cha Pak, Mr. A. Rumbold and Mr. G. A. Woolcock (secretary).

THE YEAR'S WORK.

The CHAIRMAN said:—Gentlemen, as this is the first meeting of a New Year we may be glad to look back for a moment on the work of the year which has gone, and in so doing we will find, I think, no small grounds for congratulating ourselves on the improved sanitary condition of the Colony. Early in the year a committee of the Board recommended the reservation of a site on the Kowloon peninsula as a Colonial Cemetery—their object being to secure an ample reserve for the future in anticipation of the great increase in population which must follow the inauguration of the Kowloon-Canton railway. Another committee went very fully into the question of the most suitable sites for markets in the Kowloon peninsula, and their recommendations were forwarded to the Government. In October, Mr. Pollock raised the important question of the adoption by the Colony of the Paris Convention, under which we are at present working, and the matter is now in the hands of the Chamber of Commerce for report. In November, the Board agreed to accept 4' of the cement concrete in lieu of 6' of lime concrete of a covering for the ground surfaces of dwellings, pending an amendment of the Ordinance to secure this. The public works of a sanitary nature which have been well advanced or completed during the year are the Disinfecting Station at Kowloon, the new Western Market, the new Market at Mongkok Tsui, and various public Latrines and Urinals, while the Board have secured the grant of funds for a new Mortuary at Kowloon, for additional Latrines and Urinals, and for the completion of the new Western Market during the year 1906. So far as the health of the community is concerned, the general death-rate for the year has been 16.7 per 1,000, as compared with 16.94 per 1,000 in 1904, and this appears to be the lowest death-rate on record in this colony. The rate among the Chinese was 16.6 per 1,000 and that among the non-Chinese was 17.5 per 1,000—a very different condition of affairs to what prevailed 10 or even 5 years ago. As to Plague, we had only 304 cases during the year, while there were 40 cases of Enteric Fever and 75 cases of Smallpox, the latter, I am afraid, we can do very little for, owing to the impracticability of enforcing adult vaccination in this Colony, and the fact that the infection can be introduced from China in clothing, bedding, etc., but I think we may be able in time to educate the public in the matter of the sources of infection of Typhoid Fever, and when this is accomplished, the incidence of this disease, at least among the non-Chinese, who are by far the greatest sufferers, will decline. With regard to buildings, our figures are equally satisfactory; 16 new European houses have been declared ready for occupation during the year in the City and Peak districts, and 16 in Kowloon and the outlying districts, while 167 new Chinese houses have been similarly granted certificates of occupation in the City, and 61 in Kowloon and the outlying districts and 39 new gables and offices had also been completed during the year. This prosperous addition of affairs can only be maintained by the utmost vigilance on the part of the Board and its officers in the administration of the powers entrusted to them, and I feel sure that the new members, who should be with us at our next meeting, will loyally co-operate in the attainment of that end, so that at the close of this year the Board may be able to render as good, if not a better, account of its stewardship than I have now been able to submit to you for the year 1905 (applause).

SMALLPOX AT CANTON.

With regard to an outbreak of smallpox in Canton, Dr. Pearce mentioned—One thing which we might do suggests itself to me, namely, the distribution of hand-bills in Chinese advising vaccination. As the Chinese believe in the efficacy of this measure, a deal of good might be done. An English advertisement in the papers reminding residents that the cold season is the smallpox season in Hongkong and advising people, especially newcomers, to be vaccinated would also be beneficial.

Mr. E. A. Hewitt mentioned—The notices might be issued, but I do not understand that smallpox is worse than usual at this season. It is, however, no use asking people to be vaccinated unless a full supply of lymph be assured.

Mr. Lau Cha Pak recorded—The Tung Wa Branch office already had notices printed and are prepared to proceed with free vaccination amongst the Chinese, if a sufficient supply of lymph can be obtained. The question is when lymph can be given to them.

The CHAIRMAN—With regard to the question of lymph, Mr. Lau Cha Pak and the other members of the Board will be glad to hear that at present we have 2,150 tubes of vaccine in stock, each tube having sufficient to vaccinate two or three people. Within the next ten days, owing to the supply of calves, we shall have at least another 2,000 tubes, so that there will be no dearth of lymph in the colony. Dr. Hunter assures me he has given tubes to all who have applied for them and all applications which had to stand over have been fulfilled.

Mr. Fung Wa Chun thought the Board should advertise in the newspapers as suggested. Dr. Pearce expressed a similar opinion. It was decided that advertisements should be inserted in the newspapers recommending unprotected persons to get vaccinated as soon as possible.

MORTALITY STATISTICS.

The mortality statistics for the week ending December 16th show that the death-rate for the whole Colony, excluding army and navy, was 13.1 as compared with 16.5 for the corresponding period of last year. The death-rate for the British and foreign community (civil population) was 19.9, as compared with 30.8 for the corresponding week last year.

LIME-WASHING.

For the fortnight ending January 2nd the total number of houses lime-washed in the Central district was 3,534 and in the Western 4,753.

RAT RETURN.

During the week ending January 6th a total of 477 rats was caught by the Board's officers, of which 9 were found to be infected.

A YAMNATI DAIRY.

Correspondence relative to Peer Bux's Dairy, Nos. 1 and 2, Kung Chung, Yamnati, was submitted. The Board's officers reported that the premises were unsuitable and that the Board need not require the license. The applicant, having been informed that it was not likely his license would be renewed for a longer period than a portion of next year and that it would be advisable to seek new premises, replied that he was making arrangements for more suitable premises.

THE FOOD AND DRUGS ACT.

During the quarter ending December 31st six samples of beer and eight of milk were taken by the Sanitary Board's officers. They were all found to be genuine.

THE TEACHING OF HYGIENE.

EXAMINATIONS IN HONGKONG.

It will be remembered that early in the past year a manual on hygiene was published by the Government, and the subject was made compulsory in all Government and Grant Schools. His Excellency the Governor kindly offered prizes of \$100, \$50 and \$25 to the three best competitors in Standards VII and VI; he also offered a shield as a trophy to be held for one year by that school which should send up the best team of 10 competitors out of its lower standards V, IV, and III. Both examinations were held at the beginning of December and the results are now made public.

At the examination on the advanced course out of 79 competitors the following are prize winners:

- 1st, N.T. Eara, of St. Joseph's College.
- 2nd, W. Drude, of the Diocesan Home and Orphanage.
- 3rd, Enriqueta Felices, of the Italian Convent.

In the team competition 10 teams numbering 98 boys and girls competed. The shield was won by Queen's College with 339 marks.

- The other schools in order of merit were:—
2. St. Joseph's College ... 227 marks.
 3. Italian Convent ... 224 "
 4. Wantan District School ... 218 "
 5. Bellio's Public School ... 214 "
 6. Diocesan School for Girls ... 205 "
 7. Diocesan Home and Orphanage ... 195 "
 8. Ellis Kadoorie School ... 188 "
 9. Cathedral School ... 145 (8 competitors only)
 10. Yamnati District School ... 105 "

His Excellency also offered prizes of \$15 and \$10 for the two best papers in the winning team, and these fell to Robert Eastlake and Ip U-pak.

WATER RETURN.

The Hon. Mr. Chatham, as the Water Authority, on Tuesday issued the following return of the level and storage of water in Reservoirs on the 1st January:—

	1905.	1906.
Below overflow. Below overflow.		
Tydam ... 9 ft. 10 in. 20 ft. 9 in.		
Byewash ... 28 ft. 2 in. 23 ft. 3 in.		
Pokfulam ... 14 ft. 2 in. 27 ft. 4 in.		
Wongmicheung ... 45 ft. 2 in. 42 ft. 3 in.		
STORAGE GALLONS.		
Tydam ... 306,299,000	231,440,000	
Byewash ... 35,880,000	18,300,000	
Pokfulam ... 35,880,000	18,300,000	
Wongmicheung ... 35,880,000	18,300,000	
Total ... 341,880,000	249,740,000	

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF DECEMBER.

	1904.	1905.
Consumption ... 115,136,000	113,799,000	gallons
Estimated population ... 226,500	231,300	
Consumption per head per day ... 16.4	15.8	gallons
Intermittent supply Eastern District from 15th Dec. 1905.		
Constant supply during the whole month of Dec. 1904.		

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF DECEMBER.

	1904.	1905.
Consumption ... 3,371,000	15,235,000	gallons
Estimated population ... 71,150	76,850	
Consumption per head per day ... 6.0	6.4	gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,
Water Authority.

CORRESPONDENCE.

ACCOMMODATION ON THE PEAK TRAMWAY.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—There are many local discomforts in the Colony about which one hears many expressions of discontent but which are not remedied owing to the failure to bring to more public notice through the medium of the press. During the present cold weather dissatisfaction at the arrangements made by the Hongkong High Level Tramways Company for the convenience and comfort of its passengers is more pronounced than usual. The arrangements made by public companies nowadays are generally designed to give to the travelling public a maximum of ease and luxury instead of, as in this case, a minimum. The passenger waiting at the upper station for a car finds the whole accommodation consists of wooden benches to sit down on protected from wind and rain by a narrow roof which is practically useless for the purpose. Surely, considering the high percentage of profit made by the Company a small sum might be set upon one side to provide accommodation for those meeting the cars or travelling by them. Observe the lower station too. The principal conveniences that meet the eye, besides a couple of benches and a clock, is a coolie shelter in which those favoured Chinese souls can rest or take the air from the weather, such as we have now, or from the sun which in its proper season appears to devote most of its power to this particular part of Hongkong.

The greatest sufferers from the lack of accommodation at the present time are those whose pleasure or duty necessitates a journey up or down the Peak at night-time. Ladies are to be seen shivering in the fog and cutting wind at the upper Station, whose peculiar construction acts like a funnel to the wind, with the result that hair becomes dishevelled, dresses suffer and ordinary evening clothes prove quite inadequate to keep the cold from shoulders, arms and necks.

But it is not only the residents who require attention; I would refer to the whole-travelling public and more especially to those who land from ships of all kinds to observe the beauties of Hongkong. Very few miss the opportunity of ascending the Peak by tram, and these form and express their opinion of our Colony from what they see ashore here. It is needless to point out that the impression created in the mind of the stranger is that, from our local accommodation for travellers, it is evident our Colony is not very progressive, seeing that apparently residents are under the impression that what looked well and seemed fitting, say, twenty years ago does not look ill and unsuitable to-day.

The financial position of the Company does not appear to warrant any nigardliness, and it is sincerely hoped an effort will shortly be made to remove an outward and visible sign of poverty and neglect quite apart from the appearance of ignoring the wishes and comfort of its patrons. It is possible that it may be urged that lack of space at disposal of the Company enforces lack of accommodation. There is an old saying that "where there's a will, there's a way," and in this case once a will upon the subject is expressed on the part of the Hongkong High Level Tramway Company there will be many capable of finding out the way for them should they require a drive.—Yours truly,

A REGULAR PASSENGER.

HONGKONG DANCES.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—It has been my good fortune to attend several of the balls held recently in the Colony, and it has occurred to me that the pleasures of the evening would have been greatly enhanced if, when one took part in a square dance, one had some idea of the movements which would find favour in the eyes of the set with which one is for the time associated. There are so many conflicting styles adopted that the effect is at times very embarrassing. What I mean will be more apparent when I tell you that at a recent ball I saw the Caledonians danced with three or four variations, and differences, quite as numerous, were seen in the more universal Lancers. One can understand the cause of all these differences—with people drawn from all parts of the Empire it could not well be otherwise—but it has seemed to me that some uniformity might be attained if an efficient master of ceremonies were appointed. He might require payment, but the promoters would be amply compensated for the extra expense by securing the greater enjoyment of their guests. The M.C. after an arrangement with the committee, would call out the figures, and give the usual directions, such as are given at similar assemblies in some parts of the old country.—Yours truly,

GOWAN.

PRESIDENT ROOSEVELT AND JAPAN.

A Californian deputation that waited upon President Roosevelt recently at the White House had a "strenuous" quarter of an hour with the President. An account published in the San Francisco Chronicle states that when the deputation announced they were in favour of Japanese exclusion from the States, the President ground his teeth and pounded the desk. He assured the deputation that even if the Exclusion of Japanese Bill now to be introduced before Congress was passed unanimously he would veto it.

"What on earth did you Californians mean by introducing such a Bill?" burst out the President as he greeted them. "Don't you know such a thing is preposterous? With our great trade openings in the Orient, and our peculiar relations with these countries, and with our solemn Treaty with Japan which is the supreme law of the land? Do you suppose I would approve a Bill that would be in violation of a Treaty and an affront to Japan?"

REVIEWS.

The War in the Far East, 1904-1905, by the Military Correspondent of the Times. With numerous maps and plans by Percy Fisher. London: John Murray, 21s.

Those who read the bulk of this writing in the columns of the Times will approve of its presentation in this handsome volume, which is embellished with a number of Japanese and Russian portraits from the Sphere and with excellent maps and plans carefully made from the knowledge derived on the spot. At the same time, it will be some time before they can be read with the old thrill, although, *malgré* the author's modest disclaimer, we are sure the time is coming when his acute observations will be gratefully accepted as historical data. With the results still fresh in our minds, it is a little difficult to re-read patiently the hopes and theories that seemed so vital as they came hot from the press. It is disconcerting, for instance, until the lapse of time helps us to allow for it, to read the speculations as to the condition of Ruzhdestvensky's ships, whether they will arrive safely, and what will happen when they do. Before we turn the page, memory is shrinking to us what they did do, and what did happen. Apart from this peculiar condition, and the occasional weariness with which we encounter thoughts and opinions which saturated our minds for two or three years of obsession, we read these pages with both pleasure and profit. The introduction is reprinted from the *National Review*, and touches the incidents and causes leading up to the war, the preparations for it, and is (as is the whole book) more in sympathy with our Allies than with Russia. The rest are the Times letters, constituting a sort of diary of facts and impressions, which, in their undisturbed character, enable us to see how valuable they really were when first published, rather than at the present moment. More excursions and more additions from later knowledge would make a better book, perhaps, but the avoidance of such treatment was no doubt intended by way of "preserving contemporary colour, warmth, and even partisanship." Indeed, the writer hopes these pages "may enable the reader to picture himself more nearly in the position of the leader in the field" (without those nicely tabulated facts and certainties possessed by the ultimate historian) "than he can contrive to do when studying an historian who surprises the secrets of the future by writing after it has passed." This, it will be noted, is almost in the nature of an excuse for not sacrificing half of the matter in hand and re-writing the rest. That stares off all criticism; and for the rest, even in this form, the book is a refreshing change to the hasty and ill-considered impressions that were rushed into publication as books about the war, in such numbers, and with so little justification. They were readable enough sometimes, and engaged attention because they were hot on the trail of our mental absorption. But the risk of them will be of print and forgotten when this collection is on file for the use of historians and students. They were then clear and this is a full bodied part, so to speak, or they were lame and small beer, and this is good stout. There are passages which should be remembered. The clasp that was based by amateur strategists after M. Bloch, for instance, on the heavy fire of the Japanese, is thus answered: "It only remains for generals to adopt tactics suitable to the age. Stackelberg's position was turned on both flanks, and exposed to fire at effective ranges from front, flanks, and rear. Against such fire no human troops can stand up, and it is the affair of generalship to prevent its occurrence." Also, the amateurs are put to shame for their soldiering of the Japanese for not continuing the pursuit on certain occasions, when an excited amphitheatre was yelling for the coup de grace. The 50th (and last) chapter is the article entitled "Nunc Dimittis" which appeared in the Times of August 31, 1905. There are useful appendices, and a comprehensive index.

Butterflies of Hongkong and South-East China, by J. C. KERSHAW, F.E.S., F.Z.S. Hongkong: Kelly & Walsh, Ltd.

Part II. of this work has three coloured plates, illustrating twenty-three species of our local butterfly fauna. It is stated that only three of our butterflies are found in Europe, they being of almost world-wide range. The rest belong to tropical genera. This number should make local entomologists keep a sharp lookout for *Danais archippus*, which has not been seen for four years, when the Adam and Eve of the species were "taken." In the general notes it is made evident that the author is no mere entomologist; he has an eye for nature generally. He reminds us that hosts of Pigeons, Wagtails, Stonechats, and other birds arrive in winter, and "give a homelike character to our bird-life." The magpie and the tom-tit we have always with us. It is also shown how closely the study of botanic phenomena must be associated with entomology.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Preussen*, carrying the German mails with dates from Berlin of the 19th ult., left Colombo on the 8th inst., p.m., and may be expected here on or about Thursday, the 15th inst.

The Glen Leno str. *Glenstar* left Singapore on Monday, the 8th inst. for this port.

The C.P.R. str. *Athenian* arrived at Shanghai at 3.30 a.m. on Monday, the 8th Jan., and left again at 5 a.m. same day for Hongkong, and is due here at 8 a.m. on Friday, the 12th Jan.

The Boston S.S. Co. str. *Tremont* sailed from Puget Sound on the 7th inst. for Hongkong via the usual ports.

LONG HING & CO.

IMPORTERS OF HIGH CLASS CAMERAS, NO. 17, QUEEN'S ROAD.

N. & G. SPECIAL B. 1 PLATE CAMERA, fitted with ZEISS "PHOTAR" Lens, Yellow Screen, and Leather Case	\$309.00
N. & G. "NYDIA" POCKET CAMERA, 1 PLATE, fitted with ROSS Homocentric Lens and Leather Case	135.00
ROSS FOCAL PLANE CAMERA 1 PLATE, with 3 Dark Slides and Leather Case	140.00
No. 3A. FOLDING POCKET KODAK, with B. & L. PLASTIGMAT Lens	150.00
" 4 SCREEN FOCUS " " " " " " "	140.00
" 4 CARTRIDGE " " " " " "	135.00
" 3A. FOLDING POCKET " " " " " "	120.00

[35]

THE BURLINGTON.

2 PEDDER STREET, OPPOSITE THE HONGKONG HOTEL.

JUST UNPACKED.

NEW MILLINERY GOODS FOR THE SEASON.

SMART READY-MADE COSTUMES.

FLOWERS, FOLIAGE, GLOVES AND MOTOR CAPS.

HIGH-CLASS DRESSMAKING, MODE DE PARIS.

By our French Dressmaker, whose work has often been enlarged by French Journals.

Hongkong, 14th December, 1905.

[37]

SILVER & EXCHANGE IN 1905.

Mr. Th. Christiani's Review of Exchange Bar Silver and Bank Rate of Discount, for 1905, is as follows, and will doubtless be fully appreciated as usual:—

HIGHEST AND LOWEST.

HONGKONG. LONDON.

Months.	T.	T.	Bar Silver.	Ratio of Discount.
January ... 2/0 1/11	28 1/2	27 3/4	3 3/4	
February ... 1/11 1/10	28 1/2	27 3/4	3 3/4	
March ... 1/10 1/10	27 1/2	27 3/4	3 3/4	
April ... 1/10 1/10	26 1/2	27 3/4	3 3/4	
May ... 1/10 1/10	27 1/2	27 3/4	3 3/4	
June ... 1/10 1/10	27 1/2	27 3/4	3 3/4	
July ... 1/10 1/10	27 1/2	27 3/4	3 3/4	
August ... 1/11 1/10	28 1/2	27 3/4	3 3/4	
September ... 1/11 1/10	28 1/2	27 3/4	3 3/4	
October ... 1/11 1/10	28 1/2	27 3/4	3 3/4	
November ... 2/0 1/11	30 1/2	29 1/4	4 1/4	
December ... 2/1 2/0	30 1/2	29 1/4	4 1/4	

Average Rates of T. T. in Hongkong (Approximate).

FOR THE

Month. Quarter. Half year. year.

Month.	Quarter.	Half year.	year.
January ... 1/11			
February ... 1/11			
March ... 1/10	1/11		
April ... 1/10			
May ... 1/10			
June ... 1/10	1/10	1/10	1/11
July ... 1/10			
August ... 1/10			
September ... 1/10	1/10	1/11	
October ... 1/11			
November ... 2/0			
December ... 2/0			

Memo:—Rates, highest—27/20th November; lowest—7th April. Silver, highest—29/30th November and 1, 15, 16, 18, 21, 22, December; lowest—7th and 8th April. Average T.T. rate for the year 1905—1/10, being a rise of about 51 per cent. T.T. rate on 31st December, 1904—1/11, and T.T. rate on 31st December, 1905—2/0, being a rise of about 41 per cent.

Table showing the highest and lowest prices of Bar Silver in London, rates of exchange in Hongkong, and Bank of England rates of discount, for the years 1877 to 1905:—

Bar Silver in Exchange in Bank rate of London. Hongkong, discount in Wire. London.

Highest.		Lowest.		Highest.		Lowest.	
1877...	58 1/2	58 1/2	4 1/2	3 3/4	5 1/2	2	
1878...	55 1/2	49 1/2	3 1/2	3 3/4	8	2	
1879...	53 1/2	48 1/2	4 1/2	4 1/2	5	2	
1880...	52 1/2	51 1/2	4 1/2	3 3/4	5	2	
1881...	52 1/2	50 1/2	3 1/2	3 3/4	5	2	
1882...	52 1/2	50 1/2	3 1/2	3 3/4	5	2	
1883...	51 1/2	50 1/2	3 3/8	3 7/8	5	2	
1884...	51 1/2	49 1/2	3 3/8	3 3/4	5	2	
1885...	50 1/2	49 1/2	3 7/8	3 3/4	5	2	
1886...	47 1/2	42 1/2	3 1/2	2 1 1/2	5	2	
1887...	47 1/2	41 1/2	3 1/4	3 3/4	5	2	
1888...	44 1/2	43 1/2	3 1/4	2 1 1/2	5	2	
1889...	44 1/2	41 1/2	3 2/2	2 1 1/2	5	2	
1890...	44 1/2	43 1/2	3 1/4	3 3/4	6	5	
1891...	44 1/2	43 1/2	3 1/2	2 1 1/2	5	2	
1892...	43 1/2	37 1/2	3 1/2	2 3/4	5	3 1/2	
1893...	39 1/2	30 1/2	2 3/4	1 1 1/2	5	2	
1894...	39 1/2	27 1/2	2 3/4	1 1 1/2	5	2	
1895...	31 1/2	27 1/2	2 1/2	1 1 1/2	2	2	
1896...	31 1/2	29 1/2	2 1/2	2 1/4	4	4	
1897...	29 1/2	23 1/2	2 1/4	1 3/4	4	4	
1898...	28 1/2	25 1/2	1 1/4	1 1/2	4	4	
1899...	29 1/2	26 1/2	1 1/4	1 3/4	4	4	
1900...	30 1/2	27 1/2	2 1/4	1 1 1/2	4	4	
1901...	29 1/2	25 1/2	2 1/4	1 3/4	6	6	
1902...	28 1/2	21 1/2	1 1/4	1 1/2	4	4	
1903...	28 1/2	21 1/2	1 1/4	1 1/2	4	4	
1904...	28 1/2	24 1/2	1 1 1/2	1 3/4	4	4	
1905...	30 1/2	25 1/2	2 1 1/2	1 3/4	4	4	

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Letter's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

HONGKONG GUN CLUB.

THE ANNUAL CHAMPIONSHIP COMPETITION will take place on SATURDAY, the 13th January, at 4 P.M. A Ladies' Nomination Prize will also be shot for.

Hongkong, 10th January, 1906. 183

TO LET.

WITH IMMEDIATE POSSESSION. No. 1, Observatory Villa, Observatory Road, Kowloon.

Apply at the House.

Hongkong, 10th January, 1906. 184

AUSTRALIAN FLOUR.

VICTORY BRAND.

NOTICE IS HEREBY GIVEN that this BRAND has been duly REGISTERED by us at the Philippine Bureau of Patents, Copyrights and Trade Marks, and that anybody introducing this Brand into the Philippine Islands will be at once PROSECUTED.

MANILA, 5th January, 1906.

MEERKAMP & CO.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, for account of the concerned, on SATURDAY, the 13th January, 1906, at 11 A.M., at their SALES ROOMS, No. 3, Des Vaux Road (Corner of Des Vaux Street), A Large Assortment of ENGRAVINGS and PICTURES, GOLD and SILVER WATCHES, BRACELETS, CLOTHING, BOOTS and SHOES, TELESCOPES, &c.

Also, A Quantity of SILVER and IVORY WARE, E.P. DESSERT KNIVES and FORKS, SATSUMA BOWLS and PLATES, SILKS, &c. &c.

Catalogues will be issued.

Terms—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 10th January, 1906. 187

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIKUN"

Captain A. J. Hansen, will be despatched for the above Ports on FRIDAY, the 12th inst., at 11 A.M.

For Freight or Passage, apply to DOUGLAS LARPAIK & CO., General Managers.

Hongkong, 9th January, 1906. 181

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PALANCOTTA."

Captain Rabb, will be despatched as above on TUESDAY, the 16th inst., at DAYLIGHT.

For Freight or Passage, apply to JARDINE, MATHEWSON & CO., Agents.

Hongkong, 9th January, 1906. 182

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

JAPAN—CHINA—AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, EN, HERBERTSHOEHE, MATUPL, BRISBANE, SYDNEY AND MELBOURNE.

On TUESDAY, the 6th February, at Noon, the Steamship "PRINZ SIGISMUND," Captain Leuz, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to MESSERS HUGHES & HOUGH, Agents.

Hongkong, 16th January, 1906. 188

DANCE PROGRAMMES.

FOR PRIVATE AND PUBLIC DANCES.

MENU CARDS.

NEWEST DESIGNS.

Specimens and Quotations forwarded on application to

THE PRINTING DEPARTMENT

"Daily Press" Office.

Hongkong, 16th December, 1905. 1844

INTIMATIONS.

P. & O. S. N. Co.

NOTICE.

THE Company's new steamer "DELTA" will be open to PUBLIC INSPECTION, alongside the Kowloon Wharf, on FRIDAY, 12th January, from 3 P.M. to 6 P.M.

E. A. HEWETT, Superintendent.

Hongkong, 9th January, 1906. 177

VICTORIA CHAPTER No. 525 E.C.

A REGULAR CONVOCATION of the VICTORIA CHAPTER will be held at the FREEMASONS' HALL, on THURSDAY, the 11th instant, at 8.30 for 9 P.M. precisely. Visiting Companions are cordially invited to attend.

Hongkong, 9th January, 1906. 173

HONGKONG JOCKEY CLUB.

NOTICE.

THE 1906 RACE MEETING will be held on MONDAY, 12th FEBRUARY, and Two Following Days, not on the 1st, 2nd and 3rd March, as previously arranged for. Entries will close on SATURDAY, 20th JANUARY NEXT.

In all other respects the programme as issued will stand.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 4th January, 1906. 147

THEATRE ROYAL, CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.

"THE NEW BOY," A PARODICAL PLAY IN THREE ACTS, By ARTHUR LAW, will be produced on FRIDAY, 12th January, 1906, SATURDAY, 13th " " " MONDAY, 14th " " " PRICES: 3s, 2s and 1s. Seilers and Soldiers in uniform. Half-price to 1st Stalls and Pit. Doors open 8.30 P.M. Performance 9 P.M. Booking Office at ROBINSON PIANO CO. Open on and after MONDAY, 8th January, from 10 A.M. to 4 P.M. each day.

M. S. NORTHCOLE, Business Manager.

Hongkong, 4th January, 1906. 148

CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

THE NINTH ORDINARY ANNUAL MEETING of Shareholders of the Company will be held at the OFFICES of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, 20th JANUARY, 1906, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 17th January, until SATURDAY, the 23rd January, 1906, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 6th January, 1906. 161

ST. GEORGE'S HALL.

SUBSCRIBERS to ST. GEORGE'S HALL are requested to forward their Subscriptions to the undersigned on or before the 15th inst.

W. C. D. TURNER, Hon. Treasurer.

Care of H. & S. BANK, Hongkong, 5th January, 1906. 152

WEI-HAI-WEI SCHOOL.

EDUCATION for the Sons of Europeans under qualified and experienced Masters. MAGNIFICENT CLIMATE. NEW SCHOOL HOUSE in an excellent position by the sea. RECREATIONS—Cricket, Football, Sea Bathing, Boating, etc. School RE-OPENS February 6th. HERBERT L. BEER, L.C.P., Head Master.

Hongkong, 15th December 1905. 1232

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady, B. E.

Care of Office of this Paper.

Hongkong, 16th August, 1905. 1705

NOTICES OF FIRMS

NOTICE.

WHILE continuing to direct the Eastern Agencies of Messrs. WILKINSON, HEYWOOD & CLARK, LD., I have, with their consent, established myself at Alexandra Buildings, Hongkong, as a COMMISSION AGENT and GENERAL IMPORTER under the name of DOUGLAS GRAHAM.

W. D. GRAHAM, Alexandra Buildings.

Hongkong, 23rd December, 1905. 1287

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

I HAVE this day APPOINTED Messrs. SHEWAN, TOMES & CO. GENERAL MANAGERS for Hongkong for the above Society, in the place of Mr. F. KIENE, whose engagement has been terminated.

J. T. HAMILTON, General Manager for the East.

Hongkong, 16th November, 1905. 92

OCEAN ACCIDENT AND GUARANTEE CORPORATION, LTD.

HEAD OFFICE: MOORGATE STREET, LONDON

I HAVE this day APPOINTED Messrs. SHEWAN, TOMES & CO. AGENTS for the above Corporation, in place of Mr. F. KIENE, whose engagement has been terminated.

J. T. HAMILTON, Manager for the East.

Hongkong, 15th November, 1905. 91

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, for account of the concerned, TO-DAY (WEDNESDAY), the 10th January, 1906, at 11 A.M., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Des Vaux Street), A LARGE QUANTITY OF CHANDELIERS, GAS BRACKETS, &c.

Also, A QUANTITY OF SUNDRY HOUSEHOLD FURNITURE.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 9th January, 1906. 176

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, TO-DAY (WEDNESDAY), the 10th January, 1906, commencing at 2.30 P.M., and TO-MORROW (THURSDAY), the 11th January, 1906, commencing at 3.30 P.M., at his SALES ROOMS, Duddell Street.

A QUANTITY OF JAPANESE CURIOS, SATSUMA and KINKOSAN SATSUMA WARE, CLOISONNE and SILVER CLOISONNE VASES and BOWLS, KUTANI and IMARI WARE, FINE BRASSES, and LACQUERED PANELS, SCREENS, &c.

Also, A Quantity of SILK EMBROIDERED HANGINGS, BEDSPREADS, CUSHION COVERS, &c.

And, A Fine Selection of WATER COLOURS.

TERMS—As Customary.

On View from Tuesday, the 9th January, 1906.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 9th January, 1906. 178

[BY ORDER OF THE MORTGAGEE].

PARTICULARS AND CONDITIONS OF SALE

VALUABLE LEASEHOLD PROPERTY, Known as "THE METROPOLITAN HOTEL," to be sold by PUBLIC AUCTION, TO-MORROW (THURSDAY), the 11th day of January, 1906, at 3 P.M., at his SALES ROOM, by Mr. GEO. P. LAMBERT, Auctioneer.

BEING all that piece or parcel of ground situate at Shaukiwan Road, Victoria, Hongkong, containing an area of 207,900 square feet and known and registered in the Land Office as Lot No. 1705. The said premises are held for the term of 999 years granted by a Crown Lease dated the 1st day of February, 1904, subject to the payment of the Annual Crown Rent of \$475 and to the performance of the Lessee's covenants in the said Crown Lease reserved and contained.

For further particulars and conditions of sale apply to F. X. D'ALMADA & CASTRO, Vendor's Solicitor.

Mr. GEO. P. LAMBERT, Auctioneer.

Hongkong, 30th December, 1905. 111

[BY ORDER OF THE MORTGAGEE].

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction, On MONDAY, the 15th day of January, 1906, at 3 P.M., at their SALES ROOMS, the following VALUABLE LEASEHOLD PROPERTY situate at Victoria, in the Colony of Hongkong, viz—

ALL THAT piece or parcel of ground situate at Victoria, aforesaid, and registered in the Land Office as SECTION A of MARINE LOT No. 104, containing by superficial measurement 2,800 square feet and having a frontage to Queen's Road Central of 30 feet and 6 inches or thereabouts and a depth of 80 feet. On this Section stand the very valuable house and premises known as No. 35 Queen's Road Central. All the said premises are held by a Crown Lease of MARINE LOT No. 104 and which Lease is dated 16th April, 1859.

For further particulars and conditions of sale apply to JOHNSON, STOKES & MASTER, Solicitors for the Mortgagee, or to Messrs. HUGHES & HOUGH, Government Auctioneers.

Hongkong, 1st January, 1906. 126

PUBLIC AUCTION.

BY AN ORDER OF THE SUPREME COURT OF HONGKONG.

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction, On WEDNESDAY, the 17th day of January, 1906, at 12 Noon, at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Des Vaux Street), THE VALUABLE LEASEHOLD PROPERTY, situated at Victoria, in the Colony of Hongkong, viz—

All that piece or parcel of ground situate at Victoria, aforesaid, and intended to be registered in the Land Office as Section "A" of Lot No. 178, containing by superficial measurement 870 square feet or thereabouts and having a frontage to Peel Street of 19 feet 7 inches and a depth of 45 feet. On this Section stand the house and premises known as No. 19, PEE STREET. All the said premises are held for the residue of the term of 75 years and 924 years granted by a Crown Lease and Indenture of Extension of Lease dated the 11th day of October, 1841, and the 1st day of July, 1862, respectively.

For further particulars and conditions of Sale, apply to OTTO KONG SING, Solicitor for the Plaintiff, or to Messrs. HUGHES & HOUGH, Government Auctioneers.

Hongkong, 28th January, 1906. 159

TO LET

TO LET.

"TANG YUEN" No. 18, MACDONNELL ROAD, containing 18 Rooms and Bath Rooms; a well laid out Garden and Lawn. Full View of Harbour. Lately occupied as a First-Class Hotel. Part or whole of premises can be let.

Apply to—LUK CHEUK MAN, No. 81, Queen's Road Central.

Hongkong, 12th July, 1905. 154

TO LET.

NO. 1, RIPON TERRACE.

No. 5, CLIFTON GARDENS, Conduit Road.

No. 17, WONG NEI CHONG ROAD, OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE FIRE).

GODOWNS; PRATA EAST. A BUILDING at Causeway Bay, formerly in occupation of the Steam Laundry Co., Ltd. HOUSES in MORRISON TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th December, 1905. 177

TO LET.

NOS. 2, 5, 6, BARROW TERRACE, KOWLOON.

THREE NEW HOUSES, CASTLE ROAD, HONGKONG.

Apply to—SAM WANG CO., LD., 81, Queen's Road Central.

Hongkong, 12th July, 1905. 85

TO LET.

THE First-floor of YORK BUILDINGS (Opposite Messrs. GAY & Co.) For Offices.

Apply to—KELLY & WALSH, LD., Hongkong, 4th September, 1905. 187

TO LET.

FIVE ROOMS on Second Floor, 19, Queen's Road Central, over Messrs. Gregor & Co.'s premises, at present occupied by Messrs. DARTY & Co.

Apply to—KELLY & WALSH, LD., Hongkong, 20th December, 1905. 88

TO LET.

HOUSE No. 5 ROSE TERRACE, Robinson Road, Kowloon—Immediate possession.

HOUSE No. 2 ROSE TERRACE, Robinson Road, Kowloon. Possession from 1st February, 1906.

Apply to—THE COMPADORE, Messrs. BARRETT & Co., Hongkong, 1st January, 1906. 124

TO LET.

NO. 15, KNUTSFORD TERRACE KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 2nd December, 1905. 177

TO LET.

SPACIOUS GODOWN. Central position.

Apply to—X. X. X., Care of "Daily Press" Office.

Hongkong, 2nd December, 1905. 108

TO LET.

HOUSES IN AUSTIN AVENUE, Kowloon. Moderate rentals.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LD., Hongkong, 12th October, 1905. 189

TO LET.

ONE ROOM suitable for Office and One Strong Room. Lately occupied by the Taiwan Bank. Rent Moderate.

Apply to—KANG LEE & CO., 4, Queen's Road Central, (Opposite Connaught Hotel), Hongkong, 13th December, 1905. 2809

TO LET.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases.

Apply to—CHUNG SHUN KO, First Floor, No. 10, Queen's Road Central, Hongkong, 19th July, 1905. 181

TO LET.

SUITEABLE for Offices, ONE ROOM in Prince's Buildings.

Apply to—LAUTS, WEGENER & CO., Hongkong, 4th March, 1905. 84

TO LET.

NEW "KINGSLEE" with Stables entrances in both Kennedy and Macdonnell Roads.

For full particulars, apply to—LINSTED & DAVIS, Alexandra Buildings, 3rd Floor, Hongkong, 17th February, 1906. 82

TO LET.

GODOWN. No. 3, NEW PRAYA, Kennedy Town.

Apply to—HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 28th June, 1905. 178

TO LET.

NO. 74, CAINE ROAD.

No. 2, MACDONNELL ROAD.

Apply to—COMPADORE'S DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 3rd June, 1905. 190

TO LET

TO LET

(POSSESSION FROM 1st FEBRUARY, 1906).

HOUSE, No. 18, MOSQUE STREET.

Apply to—A. A. CORDEIRO, Care of Messrs. SHEWAN TOMES & Co., Hongkong, 30th December, 1905. 109

TO LET.

NO. 5, "FAIRVIEW" Robinson Road, Kowloon. Semi-detached House. Moderate rental.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LD., Hongkong, 29th December, 1905. 190

TO LET.

A NEW EUROPEAN HOUSE, next but one to "Glencoe," Macdonnell Road, containing 7 Rooms and Bath Rooms, with a well laid out Lawn. Full View of Harbour.

Apply to—CHUNG CHI NAM, 31, Bonham Strand, West, Hongkong, 4th December, 1905. 150

TO LET.

FURNISHED ROOMS, with or without Board, near Ferry, Kowloon. Tennis Court attached.

Apply to—M. S., Care of "Daily Press" Office, Hongkong, 6th December, 1905. 106

TO LET.

TWO ROOMS on the Ground Floor of the annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE, Secretary.

Hongkong, 1st June, 1905. 110

TO LET.

FULLY FURNISHED, 4 Roomed House To Let in Kowloon, for some months or a year as required. Electric Light and Fans. It is suitable for a family of 3 bachelor.

Apply by letter to—M. N., Care of "Daily Press" Office, Hongkong

INSURANCES

NORTH BRITISH AND MEROAN-TILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1904
£17,161,299.

I. AUTHORIZED CAPITAL, £3,000,000
Subscribed CAPITAL, £2,750,000
PAID-UP CAPITAL, £875,000
II. FUND, £3,001,288 12 0

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 30th June, 1905. [1567]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. 113

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO., Agents.

Hongkong, 1st January, 1904. 29

"JANUS"

LIFE & ANNUITY INSURANCE CO. HAMBURG.

ESTABLISHED 1848.

ASSETS PER 31ST DECEMBER, 1904.
Mks. 53,400,000—equal to £2,600,000.

THE UNDERSIGNED, having been appointed GENERAL AGENTS for the above Company for Hongkong and China, are prepared to accept LIFE and ANNUITY Insurances, as well as to issue ACCIDENT Policies at the most liberal terms ever offered.

SIEMSEN & CO., Agents.

Hongkong, 1st January, 1906. 155

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.

The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO.

Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry.

Coke Importers. General Storekeepers and Commission Agents.

35 & 37, Hing Loong Street, (1st Street West of Central Market.) Telephone No. 515.

PHOTOGRAPHER

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Bromide and Crayon Enlargements and also colouring Photos and Relief Photos. Views of China and Manila. Works done for Amateurs; No. 84, Queen's Road Central.

PRINTING.

"DAILY PRESS" OFFICE.

Proofs read by Englishmen.

STOREKEEPERS

DISMARCK & CO.

Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sail-makers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG HANG & CO.

Shipchauldres, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Metal, Iron and Steel Merchants.

57 58 & 59, Connaught Road, New Praya Central.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK"

A.I. A.B.C., and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet

Length on Blocks... 714 "

Width of Entrance on Top... 964 "

Width of Entrance on Bottom... 884 "

Water on Blocks at Spring Tide... 344 "

DOCK No. 1.

Extreme Length... 524 feet

Length on Blocks... 518 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 264 "

DOCK No. 2.

Extreme Length... 371 feet

Length on Blocks... 364 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING and REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) especially built for SALVAGE PURPOSES, equipped with necessary gear, always ready for Short Notice.

THE MACEDONIAN QUESTION.

The tension between the Great Powers and the Sultan, the Greco-Romanian dispute, and the simultaneous presence of King George and Prince Ferdinand in Western Europe have revived public interest in the Macedonian question. The views of Greece and Bulgaria in regard to this burning topic have been discussed in Paris and Berlin, and Hellenic claims especially seem likely to be placed in the foreground during King George's visit to England. Attention may, therefore, be directed to an article on the subject of Macedonia which appears in the *Courrier de Sofia*, and which may be regarded as a communication defining the Bulgarian position.

Referring to the rumour that a meeting had been arranged between King George and Prince Ferdinand for the purpose of discussing the Macedonian question, the article points out that the difference between the Greek and Bulgarian programmes with regard to the future of Macedonia is so fundamental as to preclude all possibility of a rapprochement between the two States. Public opinion in Bulgaria has long demanded autonomy for Macedonia, and the Bulgarian programme is based on this demand. No change in the political status quo, no infringement of the integrity of the Ottoman Empire, respect for the interests of Turkey and the will of Europe, and the introduction of genuine reforms in Macedonia, insuring to the population security of life and property, liberty of conscience, and a just government.

On the other hand, it is urged "that the Greeks are opposed to autonomy in Macedonia and aim at the partition of that country, which, under an autonomous Government, the Bulgarian majority would exert a preponderant influence and ultimately bring about union with Bulgaria. The aims of Greece were disclosed to Bulgaria on the eve of the outbreak of war in 1897. At present the Greek hands are helping Turkey to carry out a policy of ruthless repression, which the Powers are endeavouring to check. Consequently, no extent is possible between Bulgaria and Greece, or any other Power which adopts the Greek point of view. By this phrase Serbia is evidently indicated. For Macedonia autonomy is as loudly denounced in Belgrade as in Athens, and for the same reasons. Last week a journal advocating Macedonian autonomy was burnt in the streets of Belgrade by the university students. The moderation of the Bulgarian programme should be noted. There is a genuine sympathy with the kindred race in Macedonia, and a desire to render the conditions of its existence tolerable. Nothing more than this is asked of Europe, which has already undertaken engagements to this effect.

SURE THINGS.

R. G. KNOWLES' LATEST PATELLE. Among the late bits of "pattel" by Mr. R. G. Knowles, the comedian of the London Music Hall, is a sermon on "Sure Things." His homely runs thus:—

The text I have chosen for this evening's discourse will be "The insecurity of a sure thing." Sure things, my friends, are known upon the race track. But few people have ever become familiar enough with a sure thing to also it on the back and call it "Bill." Racing on the flat is in season during the spring, the summer, and the autumn. Racing for the flat is in season all the year round, and without the flat there is no racing. And lo and behold you, there appears in the public places he who is known as a maker of books, and in rainbow-hued garments with a voice mellowed by time and ripened by experience he crieth the odds. He is best on all sides by the people of the land, who give him their money. Some he restraineth, but the maker part he keepeth unto himself.

And when the evening cometh he bieth himself to a neighbouring hostelry where, arrayed in purple and fine linen, he doth of the wine of the country, and from his face he puffeth great clouds of smoke which he hath extracted from a large cigar. And I wonder who pays for it.

The Englishman, the Frenchman, the American, the Irishman, and you, even the Scotman, is welcome upon the race track, but the Welsher is looked upon with suspicion.

OLD MOORE'S FORECASTS.

1906 WILL BE A YEAR OF GREAT EVENTS.

If "Old Moore's" predictions come true, 1906 will be a year of absorbing interest.

Some of the more remarkable prophecies are as follows:—

January.—A series of railway and shipping disasters.

February.—Disasters to vessels at war and "large floating city."

March.—Reduction in Income-tax; tax on "two-wheeled foot-exercisers," presumably bicycles.

April.—Removal of professional legions from the streets; prominent statesman to die after "choucroute and somewhat stony life."

May.—World's Peace Congress; royal pardons to die.

August.—World-wide philanthropist to die.

September.—Home Rule for England, Ireland, and Scotland.

November.—"Social upheaval" in Turkey.

December.—New newspaper which will absorb four derelict ones.

"Old Moore" claims to be highly satisfied with the accuracy of his predictions for 1906.

"Our greatest triumph," he said, "was in July, when I said in my prophecy:—

"A disaster is foreshadowed to a large vessel—warship would seem to be indicated—flying the Stars and Stripes."

"The explosion on the United States gunboat *Bennington* was a remarkable fulfilment. Then again—also in July—I predicted the majority of our boys which the Government were defeat."

JUDGE AND HIS WIFE'S DEETS.

A dressmaker named Mrs. Lucia Tanner and Sir Wm. Quayle Jones, lately Chief Justice of Sierra Leone, and his wife at Westminster county court, on Nov. 29, for £65, for dresses supplied to Lady Jones.

Sir William said he found his wife was very extravagant. He forbade her about three years ago to pledge his credit or run up accounts with anybody. Originally he allowed her £30 a year for dresses, then £40, and at a later period £50. There was a divorce at the beginning of this year. He has no knowledge that she was running up an account with the plaintiff.

Under cross-examination, Sir William said he had a pension of about £500 as ex-officio justice. For acting as deputy chairman at the North London Sessions occasionally he got about £100 per annum. He was the director of "one or two companies," which brought him in about £100 a year.

The judge dismissed Sir William from the action, and gave judgment from the amount claimed against Lady Jones.

A SURVEY OF BRITISH TRADE.

Mr. John Murray has published the first of what is meant to be "an annual," entitled "The British Trade Year-Book, 1905," covering the 25 years 1880-1904, and showing the course of trade, by John Holt Schoelling, with 191 tables, each containing several sections of British or international trade, 46 diagrams, and various abstract tables. The work is compiled with much care and elaboration, and at the present time should prove useful to those who have not mastered the details of our foreign trade. The author states that it is not a contribution to the fiscal controversy. That strife involves matters of Imperial policy outside of trade. But with regard to such part of the fiscal controversy as may be connected with trade, it is hoped that the broadly based results therein contained may be useful to all sincere partisans on both sides, as showing some of the conditions of the question in more thorough fashion than has hitherto been attempted, officially or otherwise.

The author, after having had exceptional opportunities of mastering the main facts of the case, comes to the conclusion that we ought to compare values, and not quantities, in any survey of our imports and exports. He says: My ground is simply that fluctuation in the prices of imports or exports is one of the effects of international competition, and of natural conditions affecting the production of raw material, to which all trading nations are subjected. And that even if it were possible—as it is not—accurately to eliminate this factor in prices, such elimination ought not to be made. Among the "instructive results that are shown," he says: "We see that our exports of manufactured goods to the principal protected foreign countries have fallen considerably since 1880, and that as regards all foreign countries—a much less important group of markets—our exports to all foreign countries show mainly a fall.

Looking at our exports of manufactured goods to the principal protected colonies (Canada and Victoria), we see a small rise, and in exports to all other colonies and possessions a large rise. And as regards our exports of manufactured goods to the principal protected foreign countries and British colonies, there has been a considerable fall since 1880, and a rise in regard to all other countries and colonies. And as British colonies are now building up and manufacturing industries behind tariff walls, thus following the long habit of foreign countries, we may ask ourselves the question, what will become of our export trade to British colonies when they shall have attained the same degree of protection that foreign countries have attained?"

NANKING-SHANGHAI RAILWAY.

UNLUCKY FOREIGNERS MAKE TROUBLE. Chinese newspapers report that owing to some recent trouble between American railroads and three teachers of the Ching-tan college, close to the line of this railway, the Director-General has now obtained sanction from the Peking Government to secure the services of one English constable and two Indian policemen for duty at the station, under the supervision of a Chinese official, who shall either be an expectant sub-prefect or magistrate, or rank with a sufficient knowledge of the English language to act as Inspector of Police under the orders of the Chinese director of the railway company. The Director-General is now consulting the British Municipal Council of Shanghai for the purpose of inducing the latter to permanently station a foreign constable on the border of the foreign Settlements and the Chinese territory, so that the railway police may arrest and hand over to him foreigners of all nationalities who create disturbances, so that they may be sent to their respective Consuls for punishment. The Director-General is going to erect a police office in the near vicinity of the station for quartering 30 or 40 railway police, who will be enlisted locally, after certain arrangements have been completed. It is said that the pay of the English constable will be £150 with free quarters, while each of the two Indians will receive £15 a month.—*Japan Times*.

MONSTRIOUS SNAKES IN PHILIPPINES.

One of the most thrilling and tragic deaths which has yet been recorded in Northern Luzon reports the *Caballeros*, was that of Bernabe Tabara, of the town of Masipag, town of Bangui, Ilocos Norte, who was reported to the director of constabulary by Major S. D. Crawford, director of the 4th district. Major Crawford reports as follows: Bernabe, who was an industrious farmer, and supported a wife and several babies, went out to repair the fence which had been broken down by the voracious jabalons mountain hogs, prior to their riots in his fields. While busily engaged in his work he came unexpectedly within the reach of a venomous, earth-coloured snake, which lay coiled in readiness for its victim. The serpent seized Bernabe by the right foot and as it rank its fangs into that member he whipped its powerful coils around the withering body of the unfortunate man, enveloping him to the neck, grinding and crushing him into insensibility. The man expired before he could be carried home. The carcass of the constable's horse is a rare snake, but it exists in the mountains about Bangui. The close resemblance between the reptile and the cobra makes it a terror to the more timid people, who are on the constant lookout for it. A few years ago another farmer living in Masipag narrowly escaped the fate of Bernabe. The cobra seized him by the leg, but the victim having a knife in his hand, whipped it around with sufficient force to cut the snake's head off.

DELIGHTFULLY REFRESHING

Is hot climates in the hot of summer.

CALVERT'S Carbolic Toilet Soap.

Carefully prepared from the best carbolic acid, delicately perfumed, and guaranteed—it is every way meets the exacting requirements of the most sensitive skin.

It is also antiseptic, containing 10% Crystal Carbolic, which has at once a healthy action on the skin, and acts as a preventive of contagion.

Calvert's Carbolic Ointment

has a good reputation for the cure of sunburn, insect bites, and skin irritation. Always handy to have for cuts, burns, bruises, etc., and for similar mishaps.

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BAHADUR CIGARS.

THE PREMIER CIGAR OF INDIA.

NO. 1. ... \$2.75 PER 100
NO. 2. ... \$2.50 PER 100
NO. 3. ... \$2.25 PER 100

GREGOR & CO.,

SOLE AGENTS.

REDUCED PRICES.

FILM or PLATE F. P. CAMERAS fitted with "Ross," "Zeiss," "Dallmeyer" and "Goetz" Lenses, Price from \$95.00 to \$200.00.

PLATE or FILM F. P. CAMERAS, Price from \$10.00 to \$100.00.

MAGAZINE CAMERAS, Price from \$5.00 to \$40.00.

EASTMAN KODAKS, Price from \$10.00 to \$75.00.

WE have just landed a large consignment of Photographic Goods. We invite you to come and inspect our new stock.

A. TACK & CO.

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"BILLIARDS"

Our new patent Low Set Express Cushions can be fitted to any Billiard Table, making it for playing purposes as good as new.

(Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS. THOROUGHLY SEASONED.

CRYSTAL AND BONZOLINE BALLS ALL SIZES.

WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES AND MATERIALS OUT OF LONDON.

ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can be had on application from the Office of this paper.

JOHN ROBERTS & CO. LD.

BILLIARD TABLE MAKERS AND IVORY TURNERS, BOMBAY.

Hongkong, 6th April, 1904. [927-2]

JAPAN COALS.

MITSUI BUSSAN KAISHA

MITSUI & CO.

HEAD OFFICE—1, SUMIDA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, 100-HOUSE STREET.

OTHER BRANCHES: New York, San Francisco, Hamburg, London, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chiochi, Pootung, Nanking, Port Arthur, Seoul, Cheongju, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Maizuru, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Farouk Mills, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Kanada, Fujiyama, Mameda, Mannoura, Onoura Otanji, Sasahara Tsubokura, Yoshinaka, Yoshio, Yankokura, and other Coals.

S. MINAMI, Manager, Hongkong.

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SHIPPING.

ARRIVALS.

ATHENS, British steamer, 9th January, from Canton.
 AMOY, German str. 663, H. Plambeck, 8th Jan., Chetoo 3rd Jan., General—Sender, Wicker & Co.
 BRAND, Norwegian str. 1,519, H. Tolsted, 9th Jan., Chikung 4th Jan., General—Sender, Wicker & Co.
 CALDONIA, French str. 2,549, Gregory, 8th Jan., Marseilles 10th Dec. and Saigon 6th Jan., Mails and General—Messageries Maritimes.
 CONINASSY, British str. 2,157, Chas. E. Topp, 9th Jan., Calcutta 21st Dec., Coal—Order.
 DORIS, Norwegian str. 955, Norham, 9th Jan., Ningbo 6th Jan., General—Order.
 HELLAS, German str. 1,579, Hans Rohde, 9th Jan., Chikung 4th Jan., General and Rice—Simpson & Co.
 HONG MUI, British str. 2,554, Wm. Dawson, 8th Jan., Singapore 2nd Jan., General—Chinese.
 KOWLOON, German steamer, 9th January, from Canton.
 LOOSCH, German str. 1,629, G. Schultze, 9th Jan., Bangkok via Hocho 4th Jan., Rice—Butterfield & Swire.
 ZAFIRO, British str. 1,618, R. Rodger, 9th Jan., Manila via Amoy 5th January, General—Shewan, Tones & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 January 9.
 Carl Diederichsen, German str., for Hocho.
 Doris, Norwegian str., for Canton.
 Endeavour, British str., for Hongkong.
 Hellas, German str., for Canton.
 Hercules, British str., for Buchinotzu.
 Triumph, German str., for Swatow.

DEPARTURES.

ANFENG, Chinese str., for Canton.
 DORIS, Norwegian str., for Canton.
 Endeavour, British str., for Canton.
 Hellas, German str., for Canton.
 Hercules, British str., for Buchinotzu.
 Triumph, German str., for Swatow.
 HANSEN, French str., for Hocho.
 HANSEN, French str., for Swatow.
 HANSEN, French str., for Hocho.
 KENNY, British str., for Rangoon.
 PALMY, British str., for London.
 PRINZ WALDEMAR, German str., for Sydney.
 TAIYUAN, British str., for Yokohama.
 TAMING, British str., for Manila.

SHIPPING REPORTS.

The Norwegian str. Brand reports: Wind north, fine weather.
 The German str. Amoy reports: Fresh N.E. monsoon and clear weather.
 The German str. Loosch reports: Strong fresh N.E. monsoon, sea and swell accordingly.
 The British str. Hong Mui reports: Experienced strong N.E. monsoon with high head sea.
 The British str. Zafiro reports: Strong N.E. winds with heavy head sea to Amoy. Thence moderate N.E. breeze with moderate following sea till arrival.

VESSELS IN DOCK.

January 9.
 ARRIVED DOCKS.—Kaiyong, Hocho, Potomac, Calliope, Dubatoh, Eger.
 COAST GUARDIAN DOCK.—

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
 FOR SHANGHAI, KOBE AND YOKOHAMA.
 THE Company's Steamship
 "CALEDONIAN."
 Captain Gregory, will be despatched for the above Ports on or about 9th inst. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.
 Hongkong, 4th January, 1906. [12]

FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Steamship
 "ARRATON APCAR."
 Captain F. Fey will be despatched for the above Ports TO-DAY, 10th inst., at 3 p.m. For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents.
 Hongkong, 4th January, 1906. [143]

NAVIGAZIONE GENERALE ITALIANA.
 (Florio and Rubattino United Companies.)
 STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to Suez, Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Algeria and Malaga.)
 THE Steamship
 "ISCHIA."
 Captain Coriolo, will be despatched as above on FRIDAY, the 12th January, at Noon. At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.
 Hongkong, 30th December, 1905. [14]

FOR YOKOHAMA AND KOBE.
 THE Steamship
 "SPEZIA."
 Captain Porzelius, will be despatched for the above Ports on SATURDAY, 13th inst., p.m. HAMBURG-AMERIKA LINIE, Hongkong Office.
 Hongkong, 8th January, 1906. [172]

"GLEN" LINE OF STEAMERS.
 FOR MARSEILLES, LONDON AND ANTWERP.
 THE Steamship
 "GLEN."
 Captain R. Webster, will be despatched as above on or about TUESDAY, the 16th January. For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.
 Hongkong, 28th December, 1905. [101]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 13th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	PALAWAN	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	About 17th inst.
AMSTERDAM, LONDON & ANTWERP	STENTOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 16th inst.
AMSTERDAM, LONDON & ANTWERP	STENTOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 30th inst.
AMSTERDAM, LONDON & ANTWERP	SAINT BEDE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th Feb.
AMSTERDAM, LONDON & ANTWERP	ANTENOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th Feb.
MARSEILLES, &c., VIA PORTS OF CALL.	POLYNESIEN	Freu. str.	—	Broe	MESSAGERIES MARITIMES	On 29th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP	GLENTURRET	Freu. str.	—	R. Webster	MCGREGOR BROS. & GOW	About 16th inst.
MARSEILLES, HAVRE, ANTWERP (DIRECT).	KOUANG-SI	Freu. str.	—	Barillon	MESSAGERIES MARITIMES	About 6th Feb.
BREMEN, VIA PORTS OF CALL	GRUBENAU	Ger. str.	—	Wunnenberg	MELCHERS & CO.	On 17th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	AMBRIA	Ger. str.	k. w.	Russ	HAMBURG-AMERIKA LINIE	On 24th inst.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k. w.	Luning	HAMBURG-AMERIKA LINIE	On 31st inst.
HAMBURG & STETTIN	AMBRIA	Ger. str.	k. w.	Förck	HAMBURG-AMERIKA LINIE	On 10th Feb.
HAVRE & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. str.	k. w.	Porzelius	HAMBURG-AMERIKA LINIE	On 21st Feb.
HAVRE & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	k. w.	Filler	HAMBURG-AMERIKA LINIE	About 15th inst.
ODessa DIRECT	RUGIA	Ger. str.	k. w.	v. Hoff	HAMBURG-AMERIKA LINIE	About 24th inst.
ODessa DIRECT	SILVIA	Ger. str.	k. w.	Jäger	HAMBURG-AMERIKA LINIE	About 24th inst.
TRIESTE, &c., VIA SINGAPORE, &c.	CHINA	Aus. str.	—	Leva	SANDER, WIELER & CO.	On 24th inst., p.m.
GENOA, MARSEILLES & LIVERPOOL	PAKLING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL	PATROCLOS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th Feb.
NEW YORK VIA PORTS & SUEZ CANAL	ATHOLL	Brit. str.	—	J. Burdett	STANDARD OIL CO.	About 15th inst.
NEW YORK VIA PORTS & SUEZ CANAL	HUDSON	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	To-day.
YANCOOVER, VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	E. V. Roberts	CANADIAN PACIFIC R. CO.	On 24th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	ATHENIAN	Brit. str.	1 m.	—	DONWELL & CO., LIMITED	On 27th inst.
VICTORIA (B.C.) SEATTLE, &c., VIA JAPAN	SHAMWUT	Am. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
SEATTLE VIA SHANGHAI & JAPAN	DAKOTA	Am. str.	—	E. Franke	NIPPON YUSEN KAISHA	On 27th inst.
PORTLAND, OREGON VIA SHANGHAI, &c.	ARABIA	Ger. str.	—	Meizenthin	PORTLAND & ASIATIC S.S. CO.	On 31st inst., at Daylight.
AUSTRALIAN PORTS VIA MANILA	DAKOTA	Brit. str.	1 m.	Rose	SEHEWAN, TONES & CO.	On 16th inst.
AUSTRALIAN PORTS VIA TIMOR	CHINGTUNG	Brit. str.	1 m.	Holms	BUTTERFIELD & SWIRE	On 24th inst., at Noon.
AUSTRALIAN PORTS VIA SIMPSONHAFEN	EMPIRE	Brit. str.	—	Leuz	MELCHERS & CO.	On 6th Feb., at Noon.
YOKOHAMA & KOBE	VERNE SIGISMUND	Ger. str.	k. w.	Porzelius	HAMBURG-AMERIKA LINIE	On 13th inst., p.m.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	CEYLON	Brit. str.	—	C. F. Lockstone, R.M.S.	P. & O. S. N. Co.	About 31st inst.
SHANGHAI, KOBE & YOKOHAMA	CALEDONIAN	Freu. str.	—	Gregory	MESSAGERIES MARITIMES	About 9th inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	TRIUMPH	Ger. str.	1 m.	H. A. Haraldson	OSAKA SHOSHEN KAISHA	To-day, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	HANGSANG	Brit. str.	—	JARDINE, MATHESON & CO.	JARDINE, MATHESON & CO.	To-morrow, at Daylight.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	KASHING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	ARCADIA	Brit. str.	—	A. G. Cubitt, R.M.S.	P. & O. S. N. Co.	About 12th inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	ANPINO MARU	Jap. str.	1 m.	H. Ohta	OSAKA SHOSHEN KAISHA	On 14th inst., at 10 A.M.
TAMUI VIA SWATOW & AMOY	DAIJI MARU	Jap. str.	—	H. A. Haraldson	OSAKA SHOSHEN KAISHA	About 15th inst., at 10 A.M.
ANPINO VIA SWATOW & AMOY	FRUITJOFF	Ger. str.	—	Bab	JARDINE, MATHESON & CO.	On 15th inst., at Daylight.
AMOY, STRAITS & RANGOON	TALA MOOTTA	Brit. str.	2 h.	A. J. Robson	DOUGLAS LAPHAM & CO.	On 12th inst., at 11 A.M.
SWATOW, AMOY & FOCHOW	HAINAN	Brit. str.	—	R. Rodger	JARDINE, MATHESON & CO.	On 12th inst., at 4 P.M.
MANILA	LOOSANG	Brit. str.	—	R. Almond	SEHEWAN, TONES & CO.	On 13th inst., at Noon.
MANILA	ZAFIRO	Brit. str.	—	—	SEHEWAN, TONES & CO.	On 20th inst., at Noon.
MANILA	RUBI	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow.
MANILA	KAFONG	Brit. str.	—	E. Fey	JARDINE, MATHESON & CO.	On 16th inst., at 3 P.M.
MANILA	PAUSANG	Brit. str.	—	Coghio	JARDINE, MATHESON & CO.	On 16th inst., at 3 P.M.
MANILA	AMRATON APCAR	Brit. str.	—	Browers	CARLOWITZ & CO.	On 12th inst., at Noon.
MANILA	KUTSANG	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	About 12th inst.
MANILA	ISCHIA	Brit. str.	—	—	—	—
MANILA	TUMAH	Dut. str.	—	—	—	—

GREAT NORTHERN STEAMSHIP COMPANY

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS,
 "MINNESOTA" AND "DAKOTA"
 (EACH TONS 20,718 GROSS REG.)
 Will be despatched from HONGKONG as follows:
 "DAKOTA," Captain E. FRANCE, On SATURDAY, 27th JANUARY, 1906.
 "MINNESOTA," Captain J. H. RINDER, About FRIDAY, 16th MARCH, 1906.

Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points also Passengers to the United States, Europe, &c.
 These Steamers are luxuriously fitted with spacious SUITES and STATE ROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.
 Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern Express Companies.
 Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Seattle, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Hongkong and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.
 For Freight or Passage, apply to
 NIPPON YUSEN KAISHA, AGENTS.
 Hongkong, 20th December, 1905. [20]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.
 THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 DAYS ACROSS THE PACIFIC TO THE "EMPIRE LINE." Saving 3 to 7 days' Ocean Travel.
 12 DAYS YOKOHAMA to VANCOUVER.
 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPIRE OF CHINA" 6,000 tons	WEDNESDAY, 10th Jan.	31st Jan.
"ATHENIAN" 3,882	WEDNESDAY, 24th Jan.	17th Feb.
"EMPIRE OF INDIA" 6,000	WEDNESDAY, 7th Feb.	29th Feb.
"TARTAR" 4,425	WEDNESDAY, 21st Feb.	17th Mar.
"EMPIRE OF JAPAN" 6,000	WEDNESDAY, 7th Mar.	28th Mar.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class, via St. Lawrence 560; via New York 562.
 Intermediate on Steamers "440" and "542."
 and 1st Class Rail "440" and "542."
 R.M.S. "TARTAR" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for all ROUND THE WORLD. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese Japanese Governments.
 For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Corner Pedder Street and Praya, opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)
 FOR
 + SHANGHAI VIA SWATOW "HANGSANG" Thursday, 11th Jan., daylight
 + MANILA "LOOSANG" Friday, 12th Jan., 4 p.m.
 + SINGAPORE, PENANG & CALCUTTA "KUTSANG" Tuesday, 16th Jan., 3 p.m.
 + SAMARANG & SOERABAYA "FAUSANG" Tuesday, 16th Jan., 3 p.m.
 * These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 + Taking Cargo on Through Bills of Lading to Chetoo and Yangtze Ports.
 For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS.
 Hongkong, 9th January, 1906. [18]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Portico Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 13th Jan., Noon.
RUBI	2540	R. Almond	Manila	On 20th Jan., Noon.

For Freight or Passage apply to SHEWAN, TONES & CO., GENERAL MANAGERS.
 Hongkong, 8th January, 1906. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).
 S.S. ...
 For freight and further information apply to SHEWAN TONES & CO., GENERAL AGENTS.
 Hongkong, 11th December, 1905. [19]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALEARIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	HAVRE AND HAMBURG	SAILING DATE
AMBRIA	(Calling at Singapore, Penang and Colombo)	On 17th Jan. Freight.
BRISGAVIA	(Calling at Singapore, Penang and Colombo)	On 24th Jan. Freight.
ALESIA	(Calling at Singapore, Penang and Colombo)	On 31st Jan. Freight.
RHENANIA	(Calling at Singapore, Penang and Colombo)	On 10th Feb. Freight & Passengers.
SPEZIA	(Calling at Singapore, Penang and Colombo)	On 21st Feb. Freight.
ANDALUSIA	ODessa DIRECT (Calling at Singapore and Colombo)	About 15th Jan. Freight.
RUGIA	ODessa DIRECT (Calling at Singapore and Colombo)	About 24th Jan. Freight.
SILVIA	ODessa DIRECT (Calling at Singapore and Colombo)	About 24th Jan. Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin amidships. Lighted throughout by electricity. Duly qualified doctor and stewardess are carried.
 For Further Particulars apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, KING'S BUILDING.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI VIA INLAND SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR OPERATING IN OREGON RAILROAD & NAVIGATION CO.
 CONNECTION WITH THE TONS. CAPTAIN TO SAIL AT DAYLIGHT ON
 "ARABIA" 4,483 Motzenthin January 31st, 1906.

Through Bills of Lading issued to Pacific Coast Points and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to S. SILVERSTONE, ACTING GENERAL AGENT.
 Hongkong, 27th December, 1905. [13]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, DEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

Captain C. L. Daniel, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 13th January, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. Himalaya, 6,898 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Egypt, due in London on 24th February. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent.
 Hongkong, 1st January, 1906.

COMPAGNIE DES MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MEDITERRANEAN AND BLACK SEA PORTS.
 THE Steamship
 "POLYNESIEN"
 Captain Broe, will be despatched for MARSEILLES on TUESDAY, the 23rd January, at 1 p.m. Passage tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in Europe. Next sailings will be as follows:
 S.S. "CALEDONIAN" ... 6th Feb.
 S.S. "SALAZIE" ... 20th Feb.
 G. DE CHAMPEAUX, Agent.
 Hongkong, 10th January, 1906. [2]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, YANCOON, COLOMBO, HONGKONG, ADEN, SUEZ and PORT SAID. Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERMAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.
 THE Company's Steamship
 "CHINA."
 Captain Lora, will be despatched as above on WEDNESDAY, the 11th inst., p.m. This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess. For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents, Princes' Buildings.
 Hongkong, 6th January, 1906. [13]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR MARSEILLES, HAVRE, ANTWERP (DIRECT). Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERMAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.
 Calling at MANILA, SINGAPORE, PENANG AND COLOMBO.

THE Company's Steamship

"KOUANG-SI."
 Captain Barillon, will be despatched as above on or about the 6th February, 1906. This Steamer has accommodation for Passengers and carries a duly qualified Doctor. For Freight, Passage and further particulars, apply to G. DE CHAMPEAUX, Agent, Queen's Building.
 Hongkong, 27th December, 1905. [2006]

HONGKONG-MACAO LINE

S.S. "WING CHAI."
 Captain T. Austin, R.N.R.
 THIS Steamer departs from Hongkong, on Week Days, at 8 A.M.; and on Sundays at 8.30 A.M. Departs from Macao on Week Days about 3.30 p.m. and on Sundays at 5.30 p.m. if tide permits. FARES—(week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents. Every Sunday will be on Excursion, at the following rates: 1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 50 cents, Return 25 cents. Stevedores 10 cents. Meals can be had on board. Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2. On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra. First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day. The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street. MING ON & CO.
 2nd Floor, 16, Victor Street.
 Hongkong, 7th October, 1904. [21]

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"SAINT BEDE"	On 11th January.
GLASGOW and LIVERPOOL...	"ANTENOR"	On 16th January.
GLASGOW and LIVERPOOL...	"OOPACK"	On 23rd January.
GLASGOW and LIVERPOOL...	"NINGCHOW"	On 24th January.
GLASGOW and LIVERPOOL...	"ACHILLES"	On 30th January.
GLASGOW and LIVERPOOL...	"PELEUS"	On 6th February.
GLASGOW and LIVERPOOL...	"ALCINOUS"	On 13th February.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 16th January.
GENOA, MARSEILLES and LIVERPOOL	"PAKLING"	On 20th January.
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 30th January.
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 13th February.
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 20th February.
AMSTERDAM, LONDON and ANTWERP	"ANTENOR"	On 27th February.

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO- HAMA	"NINGCHOW"	On 24th January.
	"YANGTZE"	On 24th February.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"PINGSURY"	On 26th January.
	"OANFA"	On 26th February.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS. (9-10)

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CERU and LIOLO	"KAIFONG"	On 11th January.
SHANGHAI	"KASHING"	On 12th January.
MANILA, ZAMBOANGA, PORT COCK TOWN, CAYENNE, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 16th January.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS. (11)

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON &c. via usual ports	DELTA	Noon, 13th January	See Special of Call
SHANGHAI	ARCADIA	About 13th January	Freight and Passage.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALAWAN	About 17th January	Freight and Passage.
YOKOHAMA, SHANGHAI, CEYLON and MOJI and KOBE	C. F. Lockstone, E.N.R.	About 31st January	Freight and Passage.

For further Particulars, apply to
E. A. HEWETT,
Superintendent. (1)

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	Saturday, January 27th

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, 15th December, 1905.

(7)

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TAMSAI VIA SWATOW AND AMOI	"DAIJIN MARU"	SUNDAY, 14th Jan., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOOCHEW	"ANPING MARU"	THURSDAY, 25th Jan., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOOCHEW	"FRITHJOF"	WEDNESDAY, 10th Jan., at 10 A.M.
ANPING VIA SWATOW AND AMOI	"H. A. HARALDSEN"	About MONDAY, 15th Jan., at 10 A.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with electric light.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 8, Des Voeux Road Central.

Hongkong, 4th January, 1906.

T. ARIMA, Manager. (14)

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN THE WORLD.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.
GNEISENAU	WEDNESDAY 17th January
ROON	WEDNESDAY 31st January
PREUSSEN	WEDNESDAY 14th February
ZIETEN	WEDNESDAY 28th February
PRINZESS ALICE	WEDNESDAY 14th March
BAVERN	WEDNESDAY 28th March
PRINZ REGENT LUITPOLD	WEDNESDAY 11th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 25th April
SACHSEN	WEDNESDAY 9th May
PRINZ HEINRICH	WEDNESDAY 23rd May
ROON	WEDNESDAY 6th June
PREUSSEN	WEDNESDAY 20th June
ZIETEN	WEDNESDAY 4th July
OLDENBURG	WEDNESDAY 18th July
BAVERN	WEDNESDAY 1st August
PRINZ REGENT LUITPOLD	WEDNESDAY 15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 29th August

ON WEDNESDAY, the 17th day of JANUARY, 1906, at Noon, the Steamship
"GNEISENAU," Captain Holte, with MALES, PASSENGERS, SPECIE, and
CARGO, will leave this Port for SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN, and HAMBURG.

Shipping Orders will be granted till Noon, on MONDAY, the 15th January. Cargo and
Specie will be received on Board until 5 p.m. on TUESDAY, the 16th January, and Parcels
will be received at the Agency's Office until Noon, on TUESDAY, the 16th January.

Cargoes of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 4th January, 1906.

(5)

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due at MARSEILLES (Brindisi 2 days earlier)	Due at PLYMOUTH (London 1 day later)
Tons Noon Saturday		Tons	Saturday	Friday
ARCADIA ... 7000	Feb. 10	BRITANNIA ... 7000	Mar. 10	Mar. 16
DELHI ... 8000	Feb. 24	MOLDAVIA ... 10000	Mar. 24	Mar. 30
DONGOLA ... 8000	Mar. 10	MONGOLIA ... 10000	April 7	April 13
DELTA ... 8000	Mar. 24	MOOLTAN ... 10000	April 21	April 27
OCEANA ... 7000	Apr. 7	MAE MORA ... 10500	May 5	May 11
			Sunday	Saturday
ARCADIA ... 7000	April 21	VICTORIA ... 7000	May 20	May 26
DEVANHA ... 8000	May 5	HIMALAYA ... 7000	June 3	June 9
DELHI ... 8000	May 19	INDIA ... 8000	June 17	June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express
Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time
of booking.

In addition to the above Mail Steamers the following:—

INTERMEDIATE (non-transhipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave	Leave	Due at
	HONGKONG	SINGAPORE	LONDON
+ JAPAN	about	Feb. 14	about
+ SUMATRA	about	Feb. 25	Mar. 31
+ NUBIA	about	Mar. 14	Apr. 14
+ JAYA	about	Mar. 28	Apr. 28
+ FORMOSA	about	Apr. 11	May 12

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

† "SUMATRA" and "NUBIA" call at MARSEILLES.

‡ "JAPAN," "JAYA" and "FORMOSA" carry only First Saloon Passengers.

For Passage apply to

E. A. HEWETT,
Superintendent.

Hongkong, 6th January, 1906.

(2707)

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY CALL AT MALABAR
COAST).

PROPOSED SAILINGS FROM HONGKONG.

1906.

"ATHOLL"

"PATHAN"

"ST. GEORGE"

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 3rd January, 1906. 2105-2135

FOR NEW YORK VIA PORTS AND SUEZ CANAL. (WITH LIBERTY CALL AT MALABAR COAST PORTS).

THE Steamship

"HUDSON,"

Captain J. Burnett, will be despatched as above
on or about the 15th January.

For Freight or other information, apply to
STANDARD OIL COMPANY

OF NEW YORK

Oriental Freight Department,
Hotel Manwile.

Hongkong, 15th December, 1905. [100]

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	JAPAN	First half of January	JAVA PORTS	First half of January
TJILIWONG	JAVA	First half of January	JAPAN via SHANGHAI	Second half of January
TJILATJAP	JAVA	Second half of January	JAPAN via SHANGHAI	First half of February
TJIPANAS	JAPAN	Second half of January	JAVA PORTS	First half of February

The Steamers are all fitted throughout with Electric Light and have accommodation for
limited number of Saloon Passengers, and will take Cargo to all Netherlands Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 25th December, 1905.

(16)

VESSELS ON THE BERTH

FOR SAN FRANCISCO.

THE Steamship

"DAKOTAH,"

Captain Ross, will be despatched for the above
port on TUESDAY, 16th January.

For Freight and further particulars, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 21st November, 1905. 96

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched for the above
port on WEDNESDAY, the 24th inst., at
Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 3rd January, 1906. (142)

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Com. R. M. Harbord, Hongkong

Andromeda, cruiser, 12,500 tons, 16 guns, 1,650
h.p., Capt. Nelson Ommanney, Shanghai

Arun, torpedo boat destroyer, 550 tons, 6 guns,
7,000 h.p., Lieut. Comdr. R. Henniker

Heston, Hongkong

Astraea, 2nd class cruiser, 4,380 tons, 10 guns,
7,000 h.p., Captain Lionel G. Tufnell,

Wetlaivei

Bonaventure, 2nd class cruiser, 4,380 tons, 10
guns, 7,000 h.p., Capt. H. H. Torlesse,

Shanghai

Cadmus, British sloop, 1,070 tons, Capt. H. du
Cane Luard, Yangtze

Clio, British sloop, 1,070 tons, Captain H. D.
Wilkin, D.S.C., Yangtze

Dea, torpedo boat destroyer, 560 tons, Lieut.
Comdr. H. E. Selville, R.N., Hongkong

Diadem, 1st class cruiser, 11,000 tons, 16 guns,
10,800 h.p., Capt. H. W. Savory, Hongkong

Erna, torpedo boat destroyer, 550 tons, Lieut.
Comdr. R. H. Bather, Hongkong

Etrich, torpedo boat destroyer, 560 tons, Lieut.
Comdr. C. I. Lawin, Hongkong

Ere, torpedo boat destroyer, 550 tons, Comdr.
A. F. Everett, Hongkong

Fame, torpedo-boat destroyer, 360 tons, 6 guns,
4,700 h.p., Lieut. Comdr. Stevenson,

Hongkong

Fleur, 2nd class cruiser, 4,380 tons, 10 guns,
7,000 h.p., Capt. Grant Dalton, Singapore

Handy, torpedo-boat destroyer, 260 tons, 6 guns,
4,000 h.p., Lieut. Comdr. Cox, Hongkong

Hart, torpedo-boat destroyer, 260 tons, 6 guns,
4,000 h.p., Lieut. Comdr. Richards, Hong-

kong

Hecla, special torpedo vessel, 640 tons, 240
h.p., Capt. E. F. R. Charlton, Hongkong

